

## AN ABSURD FAVOR.

A Clergyman Who Skipped to Avoid the War Draft, Wants His Conduct Erased from the Records.

## THINGS THAT WORRY.

Trusting to Good Sense of Senate Must Stop.

WASHINGTON, June 29.—(Special.)—One part of the business of this house of representatives can be reported in advance with remarkable accuracy—namely, the Friday night session on pension bills, and there is a good deal of fun in it for so serious a subject. The not weather out it off for awhile, but there is so strong a pressure on members from clamorous constituents that business must be rushed a little toward the close of the session. This morning reports all over each evening, Mr. Brookshire takes the chair, and Mr. Stallings assumes an objecting attitude, while Mr. Talbert takes the most comfortable and convenient seat he can find and waits to be properly stirred up.

Hons. A. B. and C. bring forward their bills in turn, and Mr. Stallings crosses, examines and criticizes till Mr. Talbert reaches the proper heat to make his regular attack, after which from two to five Republican members make the regulation reply, and then the dull routine business comes in, and all but those taking part retire to the smoking rooms or go to sleep.

Several bills for private pensions have passed the house, of course, and now the question is, What is to become of them in the senate? It is hinted by senators interested that they will not take time to examine them, but pass the whole batch to the president and see if his veto machine is in as good order as it was eight years ago. It is to be noted, however, that those who take this way don't like Cleveland pretty well.

## An Amusing Case.

The greatest fun is in the propositions which never get before the house. Mr. Pendleton of West Virginia has claimed all along that he had a case which took the cake, but a New York member has one which takes the whole bakery. The applicant is evidently a frank and conscientious man, and his petition is exquisitely funny in its solemn absurdity. He states that he was but a lad when the war began, but he reached the age to be enrolled in the hundred and first, and the very next draft caught him, whereupon he promptly cut stick for Canada. He stood not upon the order of his going, but girded up his loins and got. The next year he returned, and all was forgiven. He completed his studies, was graduated at a theological seminary and has obtained a fair rank in the ministry. He is in a fair way to be called to a very important charge, but has learned, he says, that he was enrolled as a soldier and marked as a deserter. He ventures now to "ask a favor" and "would like to have it attended to as privately as possible." He wants that record erased, that's all. He is kind enough to add that he expects nothing from the government, but does not like to have that record standing against him and his children.

## Subjects That Worry.

The habit of voting for bills they do not approve and "trusting to the good sense of the senate" as the members express it, is responsible for the passage of much private pension legislation, and the opposition say his habit accounts for the vote in favor of the anti-trust bill. Very few if any members have the slightest idea that it will pass the senate and become a law, and several who voted for it admit that they had hoped it would not come up, but as it did and their constituents wanted it they helped put it through. There was no such chance to dodge on the bill to repeal the tax on sugar banks, and there will be none on the sugar question, which is now the great subject of worry to these complacent members.

"They have got to stand straight up and take their medicine with or without sugar," says John De Witt Warner, and if he can have his way the tax will be put down to little or nothing. He adds that it is pretty hot weather here, but it will be a blessed relief for it admits that the fifths of the Democrats if they consent to the senate bill. He is, therefore, for sitting the summer through and the winter likewise and fighting it out on the anti-sugar tax and anti-trust line till the 4th of March.

The southern members generally are disposed to be more moderate, and, as Mr. Dismore of Arkansas expresses it, if they can get the extra duty on refined sugar abolished they may consent to the rest, though they will hate like the mischief to do it. Several counts have been made, and the highest claim made by anybody shows but a seven cent increase, and if they submit to the senate terms on any consideration. There is a growing impatience with the ways and means committee and a feeling that it should have been ready to act at once. It is amusing to hear the vehement assertions of the young and impatient ones that the members express that soothing statements of the veterans, who allege that there isn't the slightest reason for hurry, as this tariff bill has already been hurried more than bills of such importance usually are.

## Age of Former Tariff Bills.

But it may console the impatient to publish two or three items by way of contrast. The Morrill tariff, so long the basis of Republican tariff laws, was reported to the house March 13, 1860, and became a law March 2, 1861. The next general act was brought into the house March 29, 1863, and became a law March 8, 1863. The McKinley bill started in on the 16th of April and became a law Oct. 1, 1890. So it appears that this bill has outlasted the McKinley bill but very little and still has many months to run before reaching the age of the two previous bills. The Walker tariff bill was reported to the house April 14 and became a law July 30, 1846, only three months and a half, but it must be remembered that the Democrats were in practice then, and this session is the first time in a generation that they have had control in all departments. If they prove only as slow as the Republicans did on their first tariff bill, then this Wilson bill, which was reported to the house Dec. 19, 1893, will become a law early next December.

The Topeka Railway company will furnish special open cars for parties who wish to do evening rides, at reasonable prices.

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## ON THE SANTA FE.

(Continued from First Page.)

the least hostile toward the Santa Fe company. Our fight is not with the Santa Fe, it is with the Pullman company. The only thing we will refuse to do is to handle Pullman cars. No member of the A. R. U. will consent to go out on the yards with a train or handle it in any way that has Pullman cars attached.

"How do you account for the fact that Pullman cars went through all right last night?"

"That is all right enough. We don't expect to stop any trains or any cars. This strike so far as we are concerned will be a perfectly peaceful one. So long as I am president of the union here no the slightest demonstration shall be made against any of the company's property. None of the men that belong to the union will refuse to obey the order of the company during this trouble unless their orders require them to handle the Pullman cars. Men may handle these cars and so long as they do they will run, but no good union man will handle them. I see that Thomas Burke has issued an order to the firemen to remain at work. We haven't asked the firemen to quit work. But anyway, Mr. Burke isn't running the firemen and if they took a motion to go out they wouldn't be likely to consult his wishes in the matter."

Firemen Not Strong, Says Sloan.

"So far as his opinion or Mr. J. F. Roddy's of the B. of L. E. affects the situation here, I will say that the two lodges combined do not number over eight members. I see that Mr. Burke controls directly 500 railway employees in the city of Topeka. You can easily see where the prestige lies. Nearly all the A. R. U. men on this division, however, are station, shop and yard men. We have very few trainmen. That's how they move the Pullmans."

Mr. Sloan was discharged yesterday for refusing to take No. 5 out with Pullman cars attached. Asked about this he said: "It is true. As president of the union here I could not take a Pullman car out and the company ordered me to simply put me on record if possible as an A. R. U. man who would not obey A. R. U. orders. Of course I wouldn't take it out. The run did not rightly belong to me. There were other extra passenger conductors who should have had a chance at the run before it was offered to me. I was discharged here for refusing to take No. 5 out fully nine hours before the train left Kansas City. I think the order to try and discharge me came from the general manager. The idea was to deal the union here a death blow if possible, and they have failed. I shall stick to the union now and will make it my business to stay here and build it up if I have to take work at one dollar a day to keep me alive while I am doing it."

As to Sloan's statement—

"Do you think there is any possibility that you will be reinstated?"

"The O. R. C. will attend to that. My case is in their hands. According to the rules of the order the company will have ten days in which to reinstate me."

"And if they do not, what then?"

"You will hear that later," said Mr. Sloan, and that is all he would say on that subject.

"I do not know that any of the separate organizations will be ordered out. They have not heard from their national chiefs yet. As to the firemen I do not think there will be much trouble. From what I have heard of the Santa Fe—what is the idea will be taken back. If they are not it is probable that the B. of L. E. will follow the A. R. U."

"There will be no further trouble if we can avoid it. All who have charge of the matter are very conservative men, and, as I said before, we have no fight to make on the Santa Fe—not now."

Deputies Along the Road.

J. J. Kinney, chief of the Santa Fe detective force, said this morning that he has about fifty deputies scattered along the road to protect the company's property and that Marshal Neely is at Argentine with twenty-five men. Deputy George Montgomery with ex-Policemen W. Ward, Arthur Williams and Doc Wilkerson went from Topeka last night to Dodge City.

## ALONG THE SANTA FE.

Developments of the Strike at Various Points On the System.

SAN DIEGO, Cal., June 29.—The strike on the Santa Fe went into effect at its Pacific terminus at midnight Wednesday, and since that hour all movements of trains have been a standstill here in this city and National City. The local agent of the Santa Fe went to National City yesterday morning to get the trainmen to take out the morning train as usual.

There was absolutely no convincing the men that the train should move. They said the agent that they had the highest regard for him personally, but that orders had been received from headquarters and that they would obey them.

A Union Man's Sentiment.

KANSAS CITY, Mo., June 29.—One of the Railway Union leaders in the Santa Fe yards at Argentine, speaking of the discharge of a few engineers and firemen, said: "If they fire one they must fire us all. Not one of us will work until the discharged men are back, you know. And say," the speaker winked knowingly, "we've distinctly got a cinch this time. The company can't not discharge us all. Why not? It takes cash, and they haven't got it, see? The company owes every one of us just two month's stuff. If you don't like the way a hand is working want to fire him, in Missouri or Kansas, you've got to pay him up to date before he needs to consider himself out. If the company don't like the way we are switchin' and firin' and handlin' trains here, it can just dig up sixty days pay all around. We wouldn't be sorry to see it, I can tell you."

At Denver.

DENVER, June 29.—On all the railroads entering Denver except the Santa Fe the regular trains were sent out this morning without trouble. Employees of the Denver & Rio Grande and Union Pacific have not yet refused to handle Pullman cars.

It is understood there will be a full meeting of the lodges to consider the matter. About twenty-five Union Pacific employees who are Knights of Labor, at a meeting last night determined not to participate in the boycott. The situation on the Santa Fe is unchanged. The train which should have gone east at 11:50

last night is still standing in the depot here.

General Manager Robinson Talks.

CHICAGO, June 29.—General Manager Robinson of the Santa Fe, said to an Associated Press reporter that his road is determined to move its trains regularly and on time. "We have sent a force of switchmen with forty deputy marshals as a guard," said Mr. Robinson, "and we intend to see that our trains suffer no further delays. No arrests will be made unless our men are interfered with, but any interference will be promptly met by the deputies."

The Colorado Midland.

DENVER, June 29.—There has been no interference here by the strikers with the Santa Fe's California train over the Colorado Midland which carries Pullman cars. The Santa Fe Railroad company applied to the United States court today for a larger force of deputy marshals. Judge Hallett granted the request and at 12:30 fifty deputies were sent south on a special train, who will be stationed at Pueblo, La Junta and other points on the road.

At Kansas City.

KANSAS CITY, June 29.—Noon.—The Santa Fe is moving all its passenger trains out of this city today. The Colorado Midland which carries Pullman cars is the only one that will run. The Santa Fe Railroad company applied to the United States court today for a larger force of deputy marshals. Judge Hallett granted the request and at 12:30 fifty deputies were sent south on a special train, who will be stationed at Pueblo, La Junta and other points on the road.

At Chanute Kan.

CHANUTE, Kan., June 29.—An enthusiastic meeting of the A. R. U. of southern Kansas was held in this city this morning. It was resolved that the union should fight from start to finish. A telegram was received from the A. R. U. of Emporia stating that the charter of the A. R. U. of Chanute, Kan., had been renewed.

At San Bernardino.

SAN BERNARDINO, Cal., June 29.—All of the shopmen of the Santa Fe company employed at this point have quit work, some 500 in number.

## JUDGE CALDWELL'S ORDER.

Applying to the Employees on the Santa Fe Railroad.

General Manager J. J. Frey last night received from Chicago the following order: Judge Caldwell has ordered the strikers to take up their quarrels in reference to the trouble on the Santa Fe:

WEQUESTIONS, Mich., June 28, 1894.

J. W. Reinhardt, Boston, Mass.; John J. McCook, Boston, Mass.; Joseph C. Wilson, Chicago, Ill.; and the Chicago, Topeka & Santa Fe Railroad, Chicago, Ill.

The men in the employ of the receivers of the Atchison system must discharge all their duties as employees of the receivers of the Atchison system and permit other men to take up their quarrels with the receivers. Any or all of the employees can quit the service of the company if they desire to do so, but when they do so they must do so in a manner which will not reflect on the men who take their places.

The men who are employed by the receivers of the Atchison system must discharge all their duties as employees of the receivers of the Atchison system and permit other men to take up their quarrels with the receivers. Any or all of the employees can quit the service of the company if they desire to do so, but when they do so they must do so in a manner which will not reflect on the men who take their places.

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cessible to corporations, and in the case before us it strikes me as it is no doubt does other men, that the court's advice given to the men in an official way, in advance of any overt act of violence or threat of violence, is something unusual. It does not take a very observing man to notice that the courts in giving advice in cases of strikes, always seem to give it in favor of the corporations and never seek an opportunity to compel the strikers in the matter of their rights as against the corporations.

"Intelligent and law-abiding citizens cannot fail to view with alarm the continued and persistent encroachment of the courts in general on the other departments of government. We have had some illustrations in Kansas. For example I am of opinion that the federal authorities, through the courts, exceeded their prerogatives last summer during the famous strike in southeastern Kansas.

"At that time the corporations were not only permitted by the courts to bring armed men and arms into the state but under various pretexts the property of the corporations (the mine owners) was actually protected and at the expense of federal authority and this, too, without the authorities of the state having been asked to interfere at all.

"I observed recently, also, that an opinion has emanated from the military department of the federal government to the effect that United States troops may be sent into any state to suppress riots or otherwise maintain order where the strikers are guilty of violence, to do so, which means in plain English, I suppose, that the present United States authorities are to interfere on behalf of the corporations and in opposition to the executive.

"When Governor Waite undertook to do exact justice to both sides in the mining industry at Crystal Lake it was immediately discovered by the corporation allies, that the governor of Colorado was unwilling to use his authority for the maintenance of good order, and this incident seems to have been the occasion of the remarkable opinion promulgated by the military department of the federal government.

"This opinion means, if it means anything, that the states themselves have no rights which are to be respected by the federal authorities, and I believe such doctrine to be dangerous in the extreme. If this position is to be maintained by the government we will discover sooner or later that we have sown to the wind and are reaping the whirlwind."

## QUEER POSITION OF OLNEY.

Proposes the Arrest of Men Who Will Not Obey the Law.

LOS ANGELES, June 29.—The attitude of the federal government taken toward the strikers late last evening puts a sensational aspect upon the case, as, according to U. S. District Attorney Dennis' instructions, the strikers will be arrested and prosecuted as conspirators under directions from Attorney General Olney unless they go to work at once. It appears here to men supposed to know the law that the Washington officials have suddenly failed to understand the situation, and if there is an attempt to arrest the men it is possible they will resist. If they do, a riot will be the result. Homeless fighting is not impossible.

Mr. Dennis has received orders from Olney to take legal steps to compel the passage of the United States mails. Two switchmen, McHugh and Goldstein, were asked to confer with Dennis. They stated that any mail train would be halted; that a crew had been ready for twenty-four hours, but that the company refused to haul the mail car unless it had a Pullman coupled to it. Because of this the union had decided not to change its position.

At a meeting of the railroad men late last night a general strike on the Southern Pacific system was ordered by the union. All the operators of the great corporation will not wait for dismissal but will walk out, so that not even the coal trains will be run. A telegram from President Debs was read in the meeting ordering the strike and was received with enthusiasm. The only answer the men would make was to District Attorney Dennis' ultimatum to arrest them if the mail trains were not run as usual, was that they had nothing to say.

"We are ready to pull mail cars anywhere," said one, "but we do not think a Pullman is a part of a postal car, or that the United States government considers that the property of an individual man is a necessary part of a mail train."

It is evident that the men have not changed their opinion about operating the Pullmans and that they will be arrested rather than give in.

It is learned on what ought to be good authority that all the Santa Fe telegraph operators and station agents will quit. If the same policy is to be followed by the federal authorities towards the Southern Pacific strikers, as well as the Santa Fe, there will be no difficulty in swearing in enough deputy marshals to arrest 800 or 900 alleged conspirators. The police and sheriffs have made preparations in case of trouble.

Just before receiving his instructions from Olney Dennis had prepared a dispatch to that official, in which he stated the request of the railway company for him to prosecute the strikers as conspirators under the section of the revised statutes above referred to and in which he said: "In my opinion the statute referred to does not apply to existing conditions. Besides, the prosecution of such great numbers is a practical impossibility. There are no funds to prosecute and there are insufficient accommodations in the district for the men's detention."

About 400 strikers held a meeting last night to listen to the argument of the United States district attorney as to the responsibility of the government in handling the matter. The district attorney's argument was that the men in a body were violating the law in refusing to handle trains on which the mail was to be carried, but the men contended that they were at liberty to leave their positions and retire at their own pleasure. A definite understanding of the matter will probably not be reached until tomorrow.

## CAR SHOPMEN STRIKE.

Six Hundred Men Quit at Milwaukee at Noon.

MILWAUKEE, June 29.—The employees of the car department of the West Milwaukee Street Railway Company went on strike at other practical men, as it must be, but it does not deny the right of men to strike or to proselyte and exercise moral suasion.

"It seems a little remarkable, however, that the courts are always so easily ac-

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

## Royal Baking Powder

ABSOLUTELY PURE

and decided to quit in anticipation of what they termed a lock-out. When the 1 o'clock whistle sounded only fifteen, out of a force of nearly 600, went to work. Just what action the 1,200 workmen in the locomotive department will take is not known. A meeting will be held tonight.

## DEMOCRATIC PRIMARIES.

Result of the Balloting in the City Last Night.

Democratic primaries were held in all the wards of the city last night and delegates were elected to attend the county convention tomorrow which will elect delegates to the state convention which is to meet at Hamilton hall, Tuesday, July 3rd.

First Ward.

First precinct—M. W. Kimes, J. E. Anderson, O. A. Cook, J. T. Long, J. A. Brinker.

Second precinct—E. W. Potter, Oscar Bischoff, James Durken, Henry Herling.

Third precinct—J. W. Blossom, T. M. Hanley, C. W. Bridgeman, Will Hewitt.

Fourth precinct—M. Heery, L. Blackman, A. W. Earnest, N. Kantrowitz.

Fifth precinct—J. H. Jones, M. W. Saxon, Henry Guibor and William Chetwood.

Sixth precinct—S. B. Isenhardt, P. M. Shafer, F. S. Thomas, J. M. Knight, R. Lowrie.

Seventh precinct—A. P. Shreve, W. J. Rankin, Thomas Joy, John Hovenden.

Eighth precinct—D. P. Elliott, N. B. Borge, J. H. Dennis.

Ninth precinct—J. F. Howe, W. A. Roberts.

Tenth precinct—Lee Jones, Henry Tracy, H. C. Schweigert.

Eleventh precinct—L. Y. Grubbs, Geo. A. Ward.

Twelfth precinct—W. A. Snyder, W. E. Eagleson, John L. Price.

Thirteenth precinct—J. H. Williams, Cris Roof.

Fourteenth precinct—L. A. Stebbins and W. P. Tomlinson.

The following central committeemen were elected: Second ward, A. W. Earnest, Dave Williams; Third ward, Furman Baker; Fourth ward, John Mileham, Lee Jones, L. Y. Grubbs; Fifth ward, W. A. Snyder.

## ROCK ISLAND TESTIMONY.

They Won't Allow U. P. Speed Sheet Introduced.

CLAY CENTER, Kan., June 29.—The Rock Island introduced the remainder of its expert testimony in the Linwood wreck case this morning and rested. The concluding evidence was in regard to the Rock Island speed sheet but it was not introduced in evidence.

The Rock Island demanded the Union Pacific speed sheet but when it was produced declined to permit it to be received as evidence because W. H. Loomis couldn't swear from his own personal knowledge that it was the identical speed sheet that was on the Union Pacific train at the time of the collision although the Union Pacific offered to furnish witnesses for the Rock Island who would swear that it was. It is doubtful whether the case can be given to the jury tomorrow.

## WOLCOTT SERIOUSLY ILL.

He Will Have to Suffer the Removal of a Kidney.

NEW YORK, June 29.—Letters from Paris received here from Senator Wolcott of Colorado state that he is recovering very slowly from a recent surgical operation performed on him by an eminent French physician.

Mr. Wolcott is not expected to return to the United States before August. His friends are very uneasy about him. It was given out when he sailed that his mission was to sell a mine.

Senator Wolcott only returned from Europe two months ago after undergoing an operation. He is suffering from kidney trouble and his friends fear that it will be necessary to ultimately remove one of his kidneys.

Senator Wolcott is naturally a man of magnificent constitution and for this reason his friends hope he will soon regain his health.

## TODAY IT'S 95.

The Hottest Day of the Season, Sure Enough.

At 2 o'clock this afternoon Swift & Holliday's standard thermometer recorded the temperature as 95 degrees.

The indications for the next thirty-six hours are that the weather will be fair, and that the temperature will rise tomorrow. Of late the "lows" have been doing this. The usual direction for a low barometer is to travel eastward.

Decker, Mullins & Berry Case.

At the trial of the Decker, Mullins & Berry suit against the city of Topeka in the Douglas county district court yesterday Mr. R. W. Mullins was the principal witness for the plaintiffs. He attempted to prove oppression and unfairness on the part of the city in carrying out the contract for the construction of sewers No. 11 and 12. James Ramsey and ex-mayor D. C. Matlock were also witnesses against the city. The defendants will not begin introducing witnesses before about Tuesday. City Engineer Lewis Kingman and Councilmen Holman and Burgess were among the latest arrivals at the trial.